

Electric Railway Notes.

The Hamilton St. Ry. has received 12 single truck cars from the Preston Car and Coach Co.

The Calgary Municipal Ry., Alta., has received 3 pay-as-you-enter cars, with 28 ft. bodies, from the Preston Car and Coach Co.

A vote will be taken in Saskatoon, Sask., Feb. 11, on the question of operating cars on the municipal electric railway on Sundays.

It is reported that during 1912 the British Columbia Electric Ry. carried 10,976,690 passengers, an increase of 2,746,482 over 1911.

The City of Toronto is promoting a bill in the Dominion Parliament to empower the operation of the civic street railway on Sundays.

The Montreal Tramways Co. has ordered 50 car bodies from the Canadian Car and Foundry Co., and has received six from the same company.

The Toronto City Commissioner of Works is negotiating for 20 electric railway cars for the civic lines on St. Clair and Danforth Avenues.

The Ontario Railway Act and the Ontario Railway and Municipal Board Act are to be revised at the Ontario Legislature's ensuing session.

A preliminary report on the electric railway traffic in Winnipeg has been prepared for the Public Utilities Commissioner by R. M. Fenster, C.E., and was made public, Jan. 8.

The Ontario West Shore Ry. is being sued by the C.P.R. for \$6,274, claimed to be due for material, labor and repairs supplied in the construction of a span bridge near Goderich, Ont.

The Mount McKay and Kakabeka Falls Ry. which has hitherto been closed down during the winter, is being operated this winter, mainly for the purpose of carrying sand and gravel for building purposes.

The Calgary, Alta., City Council is considering the question of adopting trackless trolley cars or motor busses in the residential districts where tracks are objectionable, as an adjunct to the municipal electric railway system.

The Board of Railway Commissioners has approved the Niagara, Welland and Lake Erie Ry. standard passenger tariff C.R.C. 1, showing a cash fare of 5c. for each passenger, or six tickets for 25c., between any two points on the railway.

The London St. Ry. recently complained to the City Council that its service is frequently blocked at crossings by G.T.R. trains, and in this connection a train conductor was fined \$15 and costs, at London, Ont., Jan. 16, at the instance of local citizens.

The Montreal Board of Control decided Jan. 8, that it would not take up with the Montreal Tramways Co. the question of the haulage of freight on the company's lines, except on the understanding that the company was willing to enter into an entirely new contract.

The city of Calgary, Alta., has under consideration the adoption of a few trackless trolley cars, or motor busses, in the residential district, where there is objection to the use of tracks. We are officially advised that no definite decision has been arrived at in the matter.

The Edmonton Radial Ry. has ordered 35 cars, 33 ft. 4 ins. long over bodies, single ended, pay-as-you-enter type, turtle back roof, mounted on standard 0-50 trucks, from

the Preston Car and Coach Co. Three of these cars will be equipped with Allis-Chalmers-Bullock 301 motors, ten with Canadian General Electric 80 motors, and 22 with Westinghouse 101 B2 motors.

The Montreal Tramways Co., in publishing a number of statistics relating to its development during 1912, states that \$1,238,240 was spent in new equipment and improvements during 11 months of the year, against \$871,193 for the whole of 1911. Since Jan. 1, 1911, the company has added 140 cars to its rolling stock, and has scrapped 34 cars. It has now 210 pay-as-you-enter cars in operation.

H. A. Robson, Manitoba Public Utilities Commissioner, issued an award Jan. 9, as to the terms of an agreement to be entered into between the Winnipeg Electric Ry. and the Winnipeg City Council for the joint use of poles in the city for the distribution of electrical energy. Arbitrators were appointed in July, 1912, but these failed to agree, and the matter was finally referred for settlement to the Commissioner.

The Montreal Tramways Co. was recently called upon by the Quebec Public Utilities Commission to submit reports and books as to traffic, etc., in order that the commission might decide upon the application of the City Council for an order directing the company to improve its service. The company filed a declinatory exception to the jurisdiction of the commission Jan. 9, and the matter was argued Jan. 17, judgment being reserved.

The city of Brandon, Man., has ordered for its municipal railway, from the Niles Car and Manufacturing Co., 10 cars, 34 ft. long over all, 21 ft. bodies, mounted on 21E trucks, full arch type roof equipped with electric ventilation, forced ventilation hot air heating, all steel underframes, and sheathed with steel and double wires. Five of these cars will be equipped with Westinghouse 101B motors, and five with General Electric 80A motors. The price of the cars is reported as \$2,165 each.

The new regulations as to traffic on the street railways in British Columbia, issued by the Provincial Government are being put in force by the British Columbia Electric Ry. The regulations provide that cars shall only carry a certain number of passengers, that when full they shall not stop except to let passengers off, and that only such number of new passengers can be taken on as have got off; that riding on the steps, etc., is forbidden, and that gates shall be provided on the platforms of all cars.

The Fort William city council recently passed a resolution urging the joint railway board operating the Port Arthur and Fort William Electric Ry. to establish a five minutes service between the two cities, but it is announced that at present the board is unable to give such service on account of lack of cars and power. Cars have been ordered, and a part of the extra power required will be available about April 1, but it is not anticipated that a five minutes service will be commenced until about July 1. The cars are now run between the two cities at intervals of 10 minutes.

Actions have been entered in the Supreme Court, at Montreal, by E. A. Robert, President; F. H. Wilson, J. W. McConnell, M. Wilson, W. C. Finlay and G. McIntosh, directors of the Montreal Tramways Co., against the Montreal Herald for libel, in connection with comments in that paper on the affairs of the company, which, it is alleged, reflect on the directors. The Herald has for some time carried on a campaign against the company's service, and alleges manipulation of stocks, misuse of the proceeds of various stock issues, and the obtaining of increased legislative privi-

leges by false pretences. Each of those taking action claims \$100,000 as damages.

Mayor Hocken, in his recent inaugural address to the Toronto City Council, expressed his satisfaction at the successful operation of the Gerrard St. car line and the hope that it would form the nucleus of a complete system of public owned and operated street and radial railways. He stated that work was proceeding on the St. Clair and Danforth Ave. lines and that they might be in operation by July 1. He deplored the successful effort of the Toronto Suburban Railway Company for the construction of a single track line on Annette St. and Pacific Ave. and pointed out that it now rested with the city to build a line to serve the High Park district. The effort of the Metropolitan Ry. Co. to divert its line on Yonge St. was also commented upon and vigorous opposition was urged. He contended that 35% of the Toronto Ry. Co.'s tracks should be rebuilt, according to additional information given out in connection with the report of the traffic experts.

Automobiles to Stop When Electric Cars Are Standing.

An enquiry has been received from British Columbia as to the regulations in force requiring automobiles not to pass electric cars which are stopped to embark or disembark passengers.

The Motor Vehicles Act, Ontario Statutes, 1912, chap. 48, sec. 15, provides as follows:—"When a motor vehicle meets or overtakes a street car which is stationary, for the purpose of taking on or discharging passengers, the motor vehicle shall not pass the car on the side on which passengers get on or off, until the car has started, and any passengers who have alighted shall have gotten safely to the side of the street."

The Motor Vehicles Act, sec. 54, as amended by Manitoba Statutes, 1911, chap. 28, sec. 14, provides as follows:—"In approaching or passing a car of a street railway which has stopped or is about to stop to allow passengers to get on or off, the operator of every motor vehicle shall slow down, and, if necessary, he shall bring said motor vehicle to a stop and not proceed until the car has started and all passengers who have alighted shall have gotten safely clear of the motor vehicle."

As the question has been dealt with by the Ontario Legislature, apparently nearly all of the municipalities in that province have not thought it necessary also to pass bylaws on the subject, but the City of St. Catharines has a bylaw worded almost identically with the Ontario statutory provision given above. The City of London, Ont., has a bylaw requiring all vehicles to come to a full stop, rather than overtake and pass an electric railway car which has stopped for the reception or discharge of passengers.

The Toronto City Board of Control had under discussion recently the passing of a bylaw to compel all vehicles to stop for electric cars embarking or discharging passengers, and the matter was referred to the City Solicitor for report.

The City of Montreal, in its bylaw concerning street traffic, provides as follows:—"Every driver of a vehicle going in the same direction as a street car shall, when such car stops, also stop his vehicle at a distance of at least 10 ft. from said car, and shall keep such vehicle at a standstill until the said car has been again set in motion."

Steps are being taken to secure the passage by the Saskatchewan Legislature of provisions similar to those enacted by the Ontario and Manitoba Legislatures.